Fort Hood Flight Safety and Standardization Committee Garrison Airfield Operations Board (AOB)

3rd Quarter FY 11

III Corps

Phantom Warriors

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

III Corps
Phantom Warriors

FHFSSC – Old Business

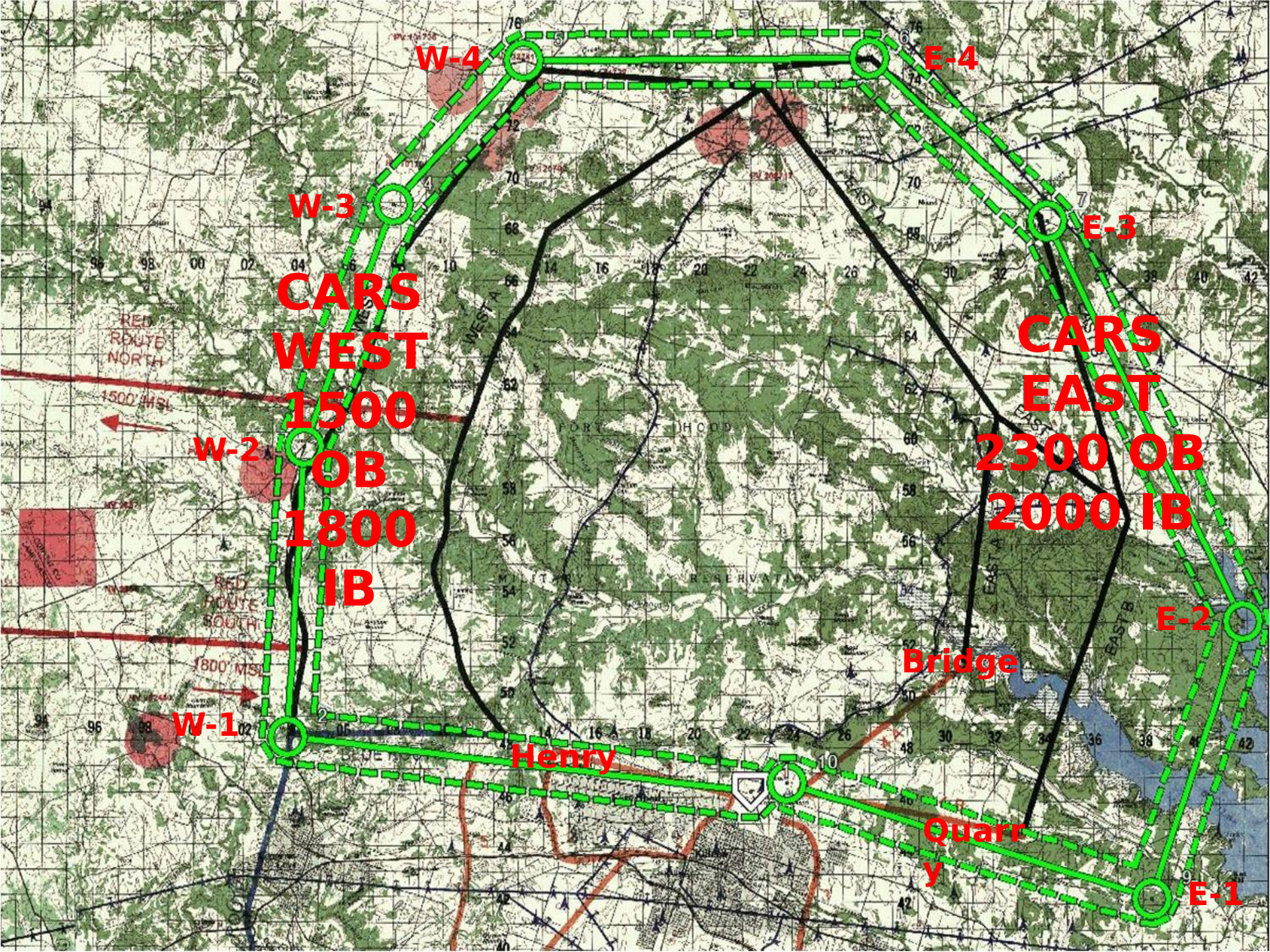
- **Issue**: Sling Load Weights
- **Discussion**: HISTORY: Ron Deshotel, Ft. Hood Safety, discussed the sling load weights at Flight Strip 41. They are in poor repair and have no record of certification. III Corps has been in the process of getting bids to build sling load weights that meet current building and safety requirements. Funding will be an issue. In all likelihood, user units will have to fund the construction of these weights. Preliminary figures indicated a cost of approx $10,000 to build these weights. This figure does not include special stainless steel hardware that is required for which cost estimates are still due.
- **Status - Open**: Ron Deshotel gave a final estimate to build the four weights at $20,000±10% with a build completion time somewhere in Feb 11. The UH-60 community requested another weight be added for hoist operations training. Ron Deshotel agreed to get another estimate for this weight and contact CW5 Green with the new numbers. COL Lamb reviewed and determined that besides yet another delay in construction, the final estimate is already several thousand dollars over the initial estimates and is at the limit of the funds that the 21st Cav Brigade has made available for the project. Ron Deshotel has been given the green light to engage the contract.

FHFSSC – Old Business

- **Issue**: AH64 CCA/diving fire training on the reservation being interrupted by aircraft flying the CARS.

- **Discussion:** HISTORY: CW5 Ham made a proposal to changes in the CARS and airspace scheduling. He was charged with formalizing his ideas and presenting them to a sub committee consisting of DAO Airspace, III Corps G-3 and Standards and a representation from all tenant units who want to attend. The results of this sub-committee were to be presented at the next Installation Safety and Standardization Council meeting.

- **Status: Open:** Pending Implementation on 1 Aug 2011 per the 2nd Quarter Meeting. The concept follows for questions?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WEST A
EAST A
EAST B
FORT HOOD
MILITARY RESERVATION

Airspace Change Summary
CARS

- CARS “ALPHA” ring no longer exists
- Remaining two CARS are renamed “West” and “East” and the checkpoint names will be replaced with numbers.
- Check Points for entry into the Hood AAF Class D airspace from the cars are **Henry** and **Quarry**
- CARS East inbound/outbound altitudes changed from 1500/1800 to 2000/2300 feet to avoid Eagle Nesting.
- CARS Echo 3 and Echo 4 will be the North and South Entry to NFH traffic from the CARS.

Airspace Change Summary

Red-line

- Dimension are from the red-line out 500m, surface to 200’ AGL.
- Rules of the Road Apply. Northbound traffic on the East side will be 500m East of the red-line. Northbound traffic on the West side will be adjacent/above the red-line.
- Checkpoints for entry into class D airspace at HAAF are CP **Henry** (Aircraft will be at normal Corridor Altitude) and CP **Bridge** Aircraft will be low level and may proceed low level but may be requested to report quarry where they need to be at normal Corridor altitude.
- ****Scheduled airspace does ***NOT*** automatically include the Red-line route. The route is essentially a tunnel below any scheduled airspace. The route can be specifically requested for high density traffic between TAs and the Range such as gunnery running fire events or UAS operations.

Airspace Change Summary

Scheduling of Airspace

- “Scheduled” Airspace scheduling procedures will be similar to the current procedures for scheduling “Sole Use” airspace. The airspace above the training areas requested will now include airspace from surface to 5000’ MSL and specifics will be disseminated by NOTAM in the form of a ROZ.
- Units will be responsible to “Activate” and “Close” the Scheduled Airspace when they occupy and leave and are responsible to monitor the appropriate east and west side frequencies during occupation. Failure to do so will result in the removal of the ROZ and NOTAM. Battalion Commanders or higher may request reinstatement.
- Requests for Scheduled Airspace will not be accepted below Battalion S-3 level or higher.
- Scheduled Airspace will be requested NLT 7 working days prior to the event.
- Scheduled Airspace may be requested within less than 7 working days prior to the event by Battalion Commander or higher.
- In no case will Scheduled Airspace requests be accepted within 24 hours of the event. It is not logistically possible.
- It is Pilot responsibility to be aware of all NOTAMS. Hood Radio will make a blanket announcement of the activation and closure of ROZs but will not be required to recite the status of all ROZs with each new Pilot contact.

Airspace Change Summary Implementation

- Prior to Implementation there will be a downloadable copy of this Power Point presentation, a Falcon View file with all posted changes and an electronic copy of the CARS map on the Ft. Hood Pilot Tools Web.

- STATUS: This map has been completed and is in final review and will be posted to the Ft. Hood Pilot Tools web within the week.

Airspace Change Summary Implementation

- Prior to Implementation there will be a downloadable copy of this Power Point presentation, a Falcon View file with all posted changes and an electronic copy of the CARS map on the Ft. Hood Pilot Tools Web.
- Will not require a complete map issue. Units and crews may make “Pen and Ink” changes to current CARS maps or may reprint at unit level until Post Wide dissemination can be made.
- A Local Area Orientation flight will NOT be required.
- After implementation, Pilots will not fly the new CARS without a briefing and updated CARS map information. Briefing will cover all altitude, corridor and checkpoint changes and may be conducted one on one or as a class or in a Pilot’s briefing as deemed by the unit.

FHFSSC – New Business

- **Issue**: Turbulence and Aircraft Categories
- **Discussion**: Per Gary Tomlin

FHFSSC – New Business

- **Issue**: 175 Flight Plans for unit gunnery

- **Discussion**: Per 1st CAV. Though not available to attend, 1st CAV would like to see FH 95-1 change to allow unit's to exercise their flight operations and file field strips for the purpose of conducting aerial gunnery.

FHFSSC – New Business

- **Issue**: MTP Call Signs and flight plans

- **Discussion**: FH-95-1 is contradictory with regard to aircraft movements between airfields using flight plans filed by radio/telephone using MTP call signs. Also, there have been some instances where MTPs have filed a “tower” local and terminated at a different airfield without informing the originating airfield or telling the final tower about the change.

- The following concepts are proposed by CW5 Green:

FHFSSC – New Business

- **Issue**: Use of corridor 3 and the merging of Test Flight Areas III and V.

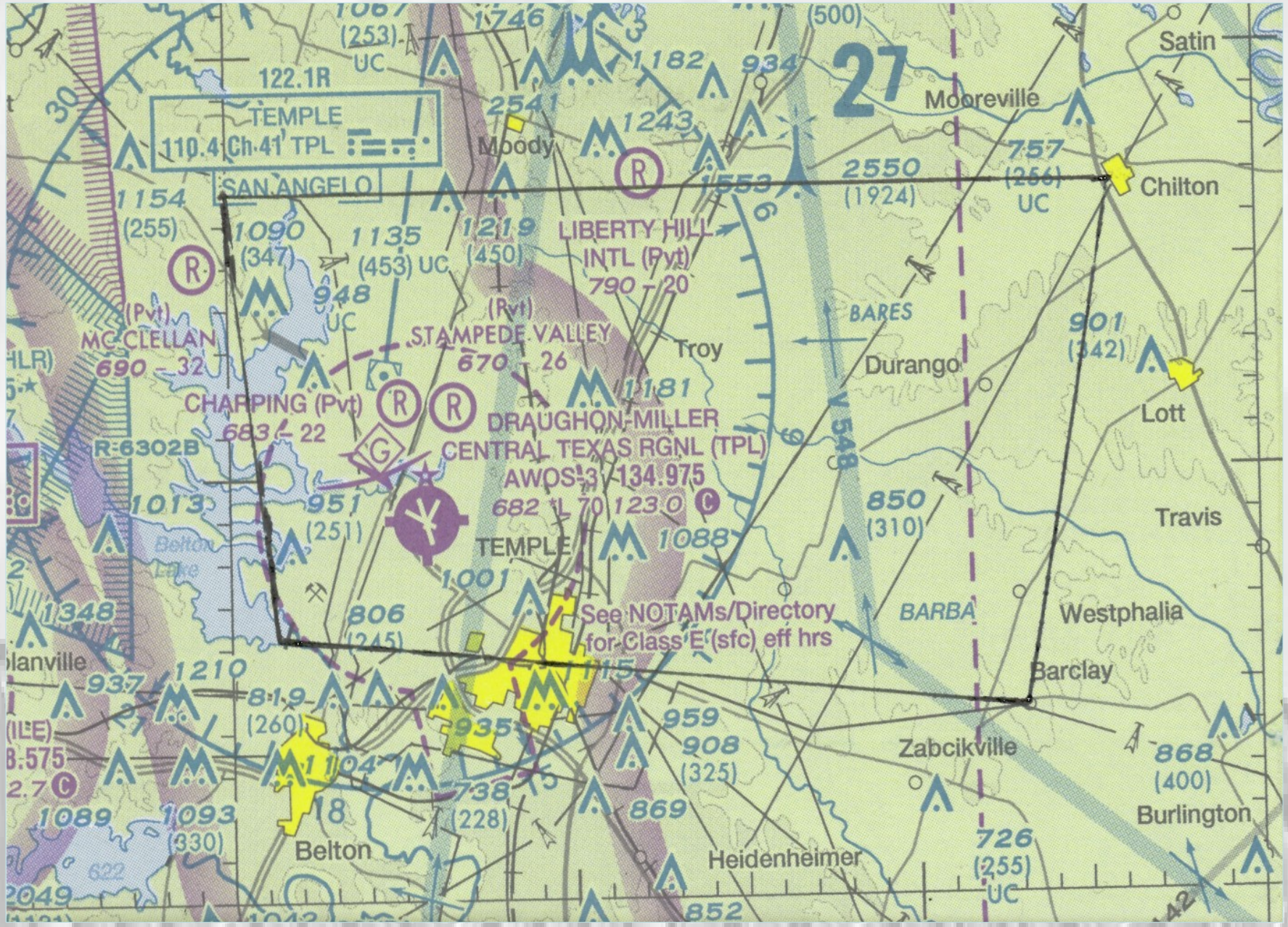
- **Discussion**: Per the 4th Quarter FY 10 Ft. Hood Safety and Standardization Council meeting, corridor 3 was re-opened and Test Flight Areas III and V were combined. It appears that the designation of the resulting combined Test Flight Area was never determined. Should it be called Maintenance Test Flight Area III or V or should it be called something else?

FHFSSC – New Business

- **Issue**: OLR Temple MTPs fly aircraft that are generally not FM equipped so cannot communicate air to air with army aircraft. They must also fly all the way to Maintenance Test Flight Area III for even the shortest test flights.

- **Discussion**: Bill Oats proposes the following Maintenance Test Flight area be established and recognized and the following paragraph and figure be added to FH 95-1

Para 7-4. Add: "TL Area VII. From the southern tip of Belton Lake dam (31° 06' 97° 28'), north to the northern tip of Belton Lake (31° 17' 97° 30'), due east to Chilton (31° 17' 97° 04'), south to Barclay (31° 04' 97° 07'), then west to the southern tip of Belton Lake dam. Altitude is 1,500 feet MSL and above. Monitor frequency 123.0 due to proximity to TPL airport. Note: Tower 2,550 feet MSL at northern boundary (31° 17' 97° 13')."



Add Figure 7-5. Test flight area VII Monitor 123.0 due to proximity to TPL Note: 2550’ tower at northern boundary

FHFSSC – New Business

- **Issue**: Lights Out Operations
- **Discussion**: Per Bob Ulrigg who attended the recent USAASA (U.S. Army Aeronautical Services Agency) , there is a “Due Out” from USAASA regarding our request to modify the current FAA Exemption to allow aircraft to operate with no external lighting in national airspace. We will, however, be able to operate within R-6302 with no external lighting.

- The following are proposed rules for lights out operations.

- 1. Lights out operations are conducted only within an activated ROZ.
- 2. One fully lighted, non-tactical aircraft (high bird or O/C) will be in a position to over watch the ROZ in the immediate vicinity of the tactical operation in case of an incursion by non participating aircraft. This high bird or O/C will continuously monitor the land group frequency.
- 3. All participating aircraft will be required to monitor a common frequency. Participating aircraft may use the land group frequency as their common frequency but will not use that land group frequency to conduct mission operations.
- 4. Any participating tactical or non-tactical aircraft that sees a non-participating aircraft enter the ROZ will use the common frequency to announce to all other participating aircraft that there is an incursion into the ROZ. All participating aircraft will immediately go to full external lighting until the incursion can be sorted out.
- 5. Commander’s will assure that their risk assessments reflect additional risk associated with lights out operations.

Open Forum

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments

- Per previous minutes, the 4th Quarter FY 11 will be held on the 2nd Thursday of the 2nd month of the appropriate Quarter at 10:00 hrs.

- The next meeting will be held at 10:00 hrs. on Thursday, 11 August 2011 in the classroom of Bldg. 729 on HAAF.